OPERATORS HOLD OFF, GRAIN AND CORN WILD; AWAIT DEVELOPMENTS COTTON LOW BUT QUIET

This Aloofness, and Withdrawal of Support Caused Lower Prices.

SOME RETARDING INFLUENCES

Money Is Tighter, and Treasury Has Not Given Support Anticipated.

reneral attitude towards the stock marneglect, prompted apparently by a desire to await a clearing of the situaby the developments of the week.

The neglected condition of the marwas supposed to be due principally to

had grown up previously was not rein the financial world that the maintenance of the improved situafor the needs to be met and upon reurces into speculative channels, ...

terly settlement period promised some large special requirements, both here and abroad, which served as a warn-ing of special conservatism through those commodities proved reassuring ns to the amount of actual damage done at the time. There was much discussion, also of the coming trip of the President and the tone that his addresses might take on the policy of the government towards corporations, a subject on which speculative sentiment in the securities market has shown itself sensitive for a long time past.

ig them.

The interior demand for currency as become well defined, and the outvard flow from New York set in with onsiderable force.

Money is Tighter.

The money market has tightened in consequence of this and of the prepa-rations for the October 1st requirerations for the October ist requirements, but the stringency has not been severe, and compares moderately with that in previous years at this period. The measures of relief by the Treasury Department have not approached the resources in hand for that purpose, the amount of deposits with national banks reflected by the Treasury statement being apparently about \$12,000-000, compared with estimates of a posnent heing apparently about \$12,000,000, compared with estimates of a possible \$10,000,000 or even \$50,000,000.

The banking position of the whole country, as shown by the reports to he comptroller of August 22d, shows in improvement over that of May 20th, notwithstanding the heavy loan expan-sion throughout the West, and is regarded with reassurance.

reports are interpreted by all arge scaling officials as indicating a large scaling down of obligations between banks, indicating a reduction of demand obligations, which is, a further source of antisfaction.

Opinions voiced by attendants upon the American Bankers' Association and the American Bankers' Association and the COOR CTAT

nual meeting profess confidence in the soundness of the situation, while en-joining the wisdom of conservatism in credit expansion or of contraction com-



HEADQUARTERS FOR **Automobile Oils**

Sanders Bros. Co., Inc.,

THE STOCK MARKET OF THE WEEK

(From the New York Evening Post of Saturday.)

THE RESTRICTION OF THE PARTY OF	TREAM TA CARR	THUNDA	OT POILS.		COCHE PER YORK CALL THE PERSON
	This	Last	Last ?	rwo years	Three
	week.	week.	year.	ago.	years ago.
ares	2,357,150	2,337,400	6,927,400	3,071,750	4,877,853
llway and miscellaneous bonds	28,903,000	\$9,468,000	\$9,802,000	\$11,976,000	\$28,392,0:AU
vernment bonds sold	1,540,000	2,866,000	966,000	4,949,000	875,000
	1907.	1906.	1905.	1904.	1903.
ares	164,412,600	222,466,015	188,750,900	188,750,900	94,517,762
nds	\$326,649,000	\$529,920,000	\$521,430,000	\$743,711,000	\$653,980,200

THE STOCK MARKET OF THE WEEK.

Beer Bir	e follo	wing 1	able	shows the week's highest,	low	est and	closi	ng Drices
ndivi	dual si	ales an	d net	changes of all securities s	old o	n the l	lew Y	ork Stock
axch	inge th	his we	ek. H	igh and low prices are a	lso g	lven fo	r the	full year
900 a	nd 1907	10 KENTEROKE	SEPTEMBER OF		Marking	ATTENDED ON	ENGTHER.	
WELL 1	906.	1	907.	Weel	k end	ing Sep	tember	r 28th. Ne
Hgh.	Low.	High.	Low.		Sales.	High.	Low.	Close, ch
7% 17	16	16%			2.100	914		714- 4
17	50	4334		Allis-Chalmers, pr	2.100	25	20	20%-15
1814	9234	12114		Amalgamated Copper35		6214	6614	6714- 48
No s	ale.	71/6	41/6	American Can	750	414	43%	45-1- 1
No s	ale.	6014	43	American Can, pr	200	48%	45%	45%- 1
671/6	3234	4514	31	Amer. Car and Foundry.	6.900	39	301/4	8615- 25
04	5814	103	921/2	Amer. Car and Foun., pr	300	25	93	93 13
414 1134 784	25	3614	27	American Cotton Oll	2,650	331/4	31 11	31 -2
11%	776	814	334		300	5	4%	15 + 3
7814	6334	75%		American Locomotive	3.210	63	60%	50%- 35
2014	10514	1111/4		Amer. Locomotive, pr	400	*10016	*9914	·194-1
1200	13814	155	841/4	American Smelting19	9,750	93	*841/2	·851/8 63
2014 74 80 1514 5314	112	117%	9216	Amer. Smelting, pr	2,700	991/6	9634	964-13
1514	934	1044	51/3		(650	7	6	6 - 1
5314	40	471/2	28%		825	39	IN COMMENTS	34 - 51
(6)	12716	13714	10714		3,550	114	10014	10914- 43
40	12816	131	115%	American Sugar, pr	100	1161/4	1161/2	11646 1
00	96	9814		American Tobacco, pr		781/2	7714	7714-15
101/4	865%	10814	8184	Atchison 2	0,900	881/2	8514	85% — 27 80 — 3
06	98	101%	89	Anchison, pr	300	90	89	80 - 7

The approach of the October quarth the movement of prices of commodities proved reassuring Retarding Influences. The receivership for the New York surface car lines, although clearly fore-seen, had a disturbing effect, owing to the complexity from the financial langle involved. orded the answer stock issue my stock issue. In the improvement of the investment situation.

The action of the New York city 41-2 per cent, bonds gave some indication of a speculative origin for the previous rapid advance in those securities and went into the same category of influence as the New Haven stock issue.

With due weight given to these retraints on the return of confidere undertone of the market stidence of a hopeful feel securities.

THE BOND MARKET OF THE WEEK. Rallway and Miscellaneous Bonds, (1)

		ales I		High.	Low.	Close, ch.
High.		\$1,000			87	87 - 1/4
98	85	### 1 %	American Cotton Oll 41/48	87 (iii	641/4	641/4- 13
7914	63		American Tobacco fours	65	65	
771/4	65	1101	American Tobacco fours, reg		101	
10%	9534		American Tobacco sixes	102	8514	2012年 5
91	811/2	1	Ann Arbor fours	851/4		
021/4	95	49	Atch., Top. and S. Fe gen. fours	98%	98	95%
92%	8414	6	Atch., Top. and S. Fe adj. fours stpd	86	84%	92次十 1次
0617	SSM	165	Atch., Top. and S. Fe cvt. fours	9356	921/6	9272 174
02	97	207	Atch., Top. and S. Fe cvt. fives	102	10114	101½— ¾ 88½+ ¼
9834	87	11	Atlantic Coast Line fours	881/2	88	85/2+ /2
8944	79	- 5	Atlantic Coast Line, L. and N. fours	79	79	79 — 1/2 9/1/2+ 1/8
9314	89	8	Baltimore and Ohio prior lien 345	901/4	801/4	9/1/5+ 1/8
023/8	96	48	Baltimore and Chie gold fours	99	9714	
96	87	10	B. and O., P., L. E. and W. Va. fours	881/2	881/2	8844 14
9(5)	851/6	11	B. and O. Southwestern div. 3/28	Sii1/2	861/4	8673
11	10044	9	Central of Georgia Railway con. fives	10136	1011/6	1011/2- 1/2
16	109	3	Chesapeake and Ohio con. fives	1111	1101/2	1101/2
100%	971/4	22	Chesapeake and Ohio gen. 445	1001/6	991/6	100 + %
941/8	8394	5	Colorado and Southern fours	84	83%	84
79	631/4	5	Con Tobacco fours	64	64	64 - 2
90	77	25	Distillers' Securities Corp. fives	79	78	78 大 %
9914	91	10	Erie prior lien fours	3972	94	91/21 1/2
88	79	12	Erie gen. lien fours,	18/2	791/2	791/2
1011/4	95	3	Louisville and Nashville uni, fours	90	96	96 + %
120	115%		Missouri Pacific con, sixes	1164	1161/4	1164+ 14
10114	92	1991919	New York, Ont. and Western fours	93	93%	93%+ 11/4
9934	93	33	Norfolk and Western con. fours	194 72	94	HELD HELD IN
911/4	85	9	Norfolk nad Western, P., C. and C. fours	86	86	86
107	101	2	Pennsylvania Railroad 41/28	10172	1041/2	10414 14
10014	9144	138	Pennsylvania Railroad cvt. 31/28, 1912	911/2	93	2578+ 18
95	8749	421	Pennsylvania Railroad cvt. 31/28, 1915	90	8836	89 — 1
9334	91	68	Reading gen. fours	TIE 9 E FEE	931/2	931/2 1
9674	90	3	Reading-New Jersey Central coll. fours	9114	9114	9114+ 14
8234	65	4004	Seaboard Air Line fours	71	70%	70%
113%	100	37	Southern Railway con. fives	103	10174	102%+ 1/4 99 + 1%
	9614	128	Union Pacific first fours	. 99	971/2	99 + 1%
1021/4	8414	2.756	Union Pacific cvt. fours, f. p	881/4	87	814-98
		748	United States Steel fives	96%	94	941/4- 11/4
99%	901/2	15	Wabash first fives		106%	1077/21-1
114	105 5284	-90	Tilebach faure	68	56	57 + 3
671/4	12-78	los fo	r the week, including \$1,280,000 governme	nt and	munic	ipal bonds,
1.0	to cet o	00	or the week, including triceless Sections		2001200	

This department includes all manolwork of women and children, embryddered articles, drawn work, lace work, hand-kerchlefs, sewing, fancy work, hand-painted or woven articles, arts and crafts work, basket work, drawings,

STOLE THE WASH

STOLE THE WASH

Louberta Johnson Must Answer for Lows of Lanuary.

Louberta Johnson (colored) was arrested yesterday on the charge of stealing clothes from a Mrs. Rosendorf, by whom she was employed as washer, woman. Several household articles and pieces of women's apparel were listed against Louberta, and she must answer for listed against Louberta, and she must answer for their loss.

Alice White (colored) was arrested on a warrant, charging he re with as sault on Mary Goodman.

James Wright was arrested by Policemen Sherry and Jordan as a suspicious character, and was lodged in the First Police Station.

Attention is altertion to the fact that this is alterations in all departments and machines—which closes on Wednesday, October 2d, at 9 A. M.

Generally speaking the entries have been much larger than last year, and the fair will be most interesting to stead one of the best-known and force most workers of the Presbyterian to the fair will be most interesting to discuss who admire the finest live stock, horses, cattle, sheep, swine and poultry, dalry and farm products, horticulars and poultry, dalry and farm products, horticulars and subject to the members of his finished writing an article on the left of make limediate arrangements with as a subject on the left of the was apparently in the best of health was apparently in the left side and expired to make limediate arrangements with the left side and expired to make limediate arran

Wheat Proved Irregular After the Rapid Advance of Many Weeks.

CORN SHOWS SIGNS OF LIFE

Cotton Market Finds but Few Supporters, and Price Closed 30 Points Off Last Week,

NEW YORK, September 29 .- Irreguarity was the chief feature in domes wheat markets during the early part of last week. Price changes were extremely rapid, and while the general tendency was toward lower levels, net losses were unimportant because of the numerous rallies. The sagging tendency of the week before, the continued rise extending to \$ 1.4 cents since the first of September—having been looked upon as somewhat premature and unusually rapid. The weakness was chargeable mainly to lower cables, foreign markets being depressed by the liberal world's exports and the resultant important addition to the quantity available atloat. Exporters were interested in the liberal clearances from Russia and the Dunablan region, although nearly hair of the 12,780,000 bushels reported for all countries came from North America. osses were unimportant, because of

Weather and the Markets.

Markets in Minneapolis, Duluth and Winnipeg were chiefly affected by the much colder weather in spring wheat territory, and notably on the Canadian side, although it seemed to be the general opinion that the weather was hardly severe enough to lead to further crop injury; this being based upon the belief that a light frost now could cause little, if any, further damage. Reliable authorities state that the Canadian crop will not exceed 70,000,000 bushels, compared with 105,000,000 bushels in 1906, and it is stated that of this amount only 50,000,000 will be of good marketable quality. The major part of Canada's yleid will, therefore, be absorbed by her own mills, thuy closing one more channel to the European wheat buyer.

More Interest in Cora.

More laterest in Cora.

There was tather more life in the speculative corn market, although the volume of business was by no means large. Price fluctuations were more frequent and wider, but the trend was strongly upward, buying throughout the West for domestic account, and the much colder weather, with fears of deterioration, causing strength. Trade in cash corn for early delivery was exceedingly quiet, owing to the meagre supply and the much higher claims of holders, but more was done in No. 2 to arrive late in October, and early in November, at figures that seemed low compared with spot prices,

magre supply and the much higher claims of holders, but more was done in No. 2 to arrive late in October, and early in November, at figures that seemed low compared with spot prices, and early in November, at figures that seemed low compared with spot prices.

The cotton markets have been very tregular and unsettled throughout the week, but in the main the tendency of values has been toward a gradually lower level. This is chiefly the result of the continued absence of outside speculative domand to any extent, and the pressure of offerings against the rapidly increasing powement in marketing the new crop. About the only support the market has received has come from the covering of shorts by professional operators, and the manceuvring of some of the larger speculative interests for a better sell-ing basis. Prices broke sharply early in the week, under rather agreesive bearlsh operations on these conditions, but were rallied smartly later on some of the big operators switching over

LONDON. September 29.—Marshall Field III., grandson of the great Chicago merchant, is now at Eton College, England's famous school, and is just entering on his third term. From now until his majority this boy will be trained mentally, and physically. now until his majority this boy will be trained mentally and physically, for the work of controlling \$200,000,000 and conducting the business of the largest mercantile house in the world. Eton College has trained many boys who have since become noted, and young Field will have the advantage of acquaintance of the sons of the nobility of England. Nearly all of the 1,024 boys on the school list live at houses under charge of tutors, and among those at Field's house are Lord Alrile and Lord S. D. Compton.

CUP TO MR. WILLIAMS

Congregation of First Baptist Church Honors Faithful Worker,

This department includes all handlowers of women and children, embryldered articles, drawn work, lace work, hand-bearing and contents, sewing, fancy work hand-bearing and excellents, sewing, fancy work, hand-bearing and excellents, for colds and mader, irot-bearing for chrises.

The entries for the following program of races, which carry a purse algorithm of the following program of races, which carry a purse algorithm of the following program of races, which carry a purse algorithm of the following program of races, which carry a purse algorithm of the following program of races, which carry a purse algorithm of the following for colds of the following program of races, which carry a purse algorithm of the following for colds of the following

NATIONAL STATE BANK

OF RICHMOND, VA.

Capital, \$500,000

Surplus, \$300,000

Alexander Cameron, John S. Ellett, Joseph M. Fourqurean,

DIRECTORS,
axander Cameron, James D. Crump, A. R. Eilerson,
and S. Ellett, Geanville G. Valontine, Wm. M. Hill,
seph M. Fourqurean, J. L. Antrim, Horace S. Hawes.

OFFICERS.

JOHN S. ELLETT, President, WM. M. HILL Cashler.
JULIEN H. HILL, Assistant Cashler.
This Bank offers patrons every modern facility in its Banking. Foreign Exange and Safe Deposit Departments.

Interest Allowed on Savings Deposits.

RAILROAD NEWS

Norfolk and Southern Annual Meeting to Be Held Wednesday.

GREAT DEVELOPMENT SHOWN

Railway Age Praises Richmond and Chesapeake Bay Line. Cheaper Mileage.

The annual meeting of the stock Ca.

Fractors in the Recent Rise.

A strong factor in the recent advance was the active buying of both vance was the active buying of both largering and winter wheat by exporters.

Clearances to date of both home and Manitoba wheat and flour as wheat in which the weather was the active buying of both lave lately averaged nearly 5,000,000 bushels at this bushels per week, but such an average acannot be maintained. A weekly average of 4,000,000 bushels at this day average of 4,000,000 bushels at this to spare much more than 100,000,000 bushels of the probability of our not being able to spare much more than 100,000,000 bushels for export for the whole year.

The hast half of the crop year.

Weather and the Markets.

Markets in Minneapolis, Duluth and Winnipeg were chiefly affected by the much colder weather in spring wheat territory, and notably on the Canadian side, although it seemed to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe enough to be the general opinion that the weather was hardly severe volders of the Norfolk and Southern Italiway Company will be held in Nor-

Richmond and Chesapenke Bay.

In its issue of September 27th the Rallway Age devotes several pages to a detailed description of the Richmond and Chesapenke Bay Rallway part of which is complete between this city and Ashland. Much attention is given to the striking example of reinforced concrete construction, somewhat different from the usual type. The article is technical in its nature. It shows that the line is one of the best constructed in the South, this being particularly true of the viaduets.

The Scaboard Air Line has put or ale interchangeable mileage books

According to compiled statements made by the officials of the various Missouri railroads, the operation of the new two-cent passenger fare law has cost the Missouri roads \$1,500.000 during the past three months. The law became effective on June 17th, and by agreement with Attorney-General Hadley the railroads decided to reduce their fares and test the law until October 1st. Now, it is announced, the companies will unite and make a further effort to have the act declared unconstitutions, on the ground that it is confiscatory.

Average 8.00 A. M., 83; average P. M. P. M. CLOUDS AND WEATHER.
Average number of clear days,
portly cloudy days, 7; cloudy days, 10.

portly cloudy days, 7; cloudy days, 10.

WIND.

The prevailing winds are from the north.

The averags hourly velocity of the wind is 5.5 miles.

The highest velocity of the wind was 3.5 miles.

The highest velocity of the wind was 3.5 miles.

The highest velocity of the wind was 3.5 miles.

The highest velocity of the wind was 3.5 miles.

The highest velocity of the wind was 3.5 miles.

Proight received and delivered daily at miles from the north on October 31, 1899.

Bitation Richmond, Va.

Date 62 issue: Exptember 28, 1902.

Notice to Investors

Notice is hereby given that under the authority of the Committee on Finance, given at its regular meeting held September 17, 1907, I am prepared to sell registered four per cent; bonds of the City of Richmond, Virginia, maturing January 1, 1941, in multiples of one hundred dollars, over the counter of the City Auditor, at par and accrued interest.

EDW. J. WARREN, Auditor.

Money to Loan

Presentation of Bible and Lectern,

\$1--Round Trip--\$1



Lord Bishop of London and other Dignitaries.

Tickets sold for all regular morning rains of October 5th, returning same

GOING ABROAD?

GREATLY REDUCED RATES. "Ask Mr. Bowman,"

Who represents all Steamship Lines. Office, 808 East Main Street, Richmond, Va Telephone 5154.

Richmond Transfer Company

UNION RAILROAD AND PULLMAN TICKET OFFICE,

No. 819 East Main Street

INFORMATION BUREAU. Baggage checked from residence or hote o destination of tickets. Cab service.

European Steamship Agents

Steamboats.

Tirginia Navigation Co.'s

STEAMER POCAHONTAS LEAVES FROM OLD DOMINION WHARF MONDAY, WED NESDAY and FRIDAY, STEAMER HAMP, TON TUESDAY, A for Norfolk, Portsmouth old Point, Nowport News, Claremont and James River landings, connecting at Old Point, Nowport News, Claremont and James River landings, connecting at Old Point, Nowport News, Claremont and James River landings, connecting at Old Point for Washington. Batilimore and the North. Staterooms reserved for the night at moderate prices on Pocahonias. Electric cars direct to the wharf. Tickets on sole at Richmond Transfer Co., \$19 E. Main of the Co., \$10 E. Main of the Co., \$1

New James River Day Line

nonth in question, for the above period of years, but must not be construed as a forecast of the weather conditions for the coming month.

Month, October, for ten years.

TEMPERATURE.

Mean or normal temperature, 80 degrees.

The warmest month was that of 1990, with an average of 55 degrees.

The oldest month was that of 1994, with an average of 58 degrees.

The lowest temperature was 30 degrees on October 18, 1897.

The lowest temperature was 33 degrees on October 31, 1994,
Inc. The lowest temperature was 33 degrees on October 31, 1994,
Inc. The lowest temperature was 33 degrees on October 19, 1877.

The lowest temperature was 33 degrees on October 19, 1877.

The lowest temperature was 33 degrees on October 19, 1877.

The lowest temperature was 33 degrees on October 19, 1877.

The lowest temperature was 33 degrees on October 31, 1994,
The activity of the course of the activity of the lowest temperature was 34 degrees on October 31, 1994,
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The lowest temperature was 33 degrees on October 31, 1994,
The lowest temperature was 33 degrees on October 31, 1994,
The lowest temperature was 33 degrees on October 31, 1994,
The lowest temperature was 34 degrees on October 31, 1994,
The lowest date on which first "killing" first occurred in spring, April 204,
The latest d

Norfolk to Boston, Mass.

Providence, R. I., and Savanush, Gs.
Steamers leave Norfolk for Boston Tuesday, Wednesday, Friday and Saturday, For Providence Monday, Thursday and Saturday at 6 P. M. Passengers and freight taken for all New England points. Tickets on sale at C. & O. Ry, N. & W. Ry. Offices and No. 808 and \$19 East Main.

No. 808 and \$19 East Main.

Railroads.

Southern Railway.

Point.
FRAINS ARRIVE RICHMOND,
8155 A. M., 8140 P. M.—From all the South,
4110 P. M.—From Charlotta, Raisigh, Durham, Chase City and local stations.
8140 A. M.—From Raysville—Local.
8120 A. M.—From Baltimore and West
Point.

Point, 10:45 A. M.—5:15 P. M.—Local from West Point, C. W. WESTBURT, D. P. A., 920 E. Main Street, Richmond, Va.

R. F. & P. RICHMOND,
FREDERICKSBURG
& POTOMAC R. R.

TRAINS LEAVE RICHMOND—NORTHWARD

6:25 A. M.—Dally—Main St. Through.
7:00 A. M.—Dally—Main St. Through.
7:00 A. M.—Dally—Main St. Through.
Accommodation.
8:40 A. M.—Dally—Byrd Street. Through.
Local stops.
12:01 Noon—Week Days—Elba. Ashland
Accommodation.
4:00 P. M.—Week Days—Elba. Ashland
Accommodation.
5:45 P. M.—Sunday only—Elba. Washingtion Accommodation.
6:20 P. M.—Week Days—Elba. Ashland
Accommodation.
6:210 P. M.—Week Days—Elba. Ashland
Accommodation.
6:45 P. M.—Dally—Main St. Through.
8:20 P. M.—Dally—Main St. Through.
8:20 P. M.—Dally—Byrd St. Through.
TRAINS AKRIVE RICHMOND—SOUTH—WARD.
6:30 A. M.—Week Days—Elba. Ashland
Accommodation.

BY THE

Life Insurance Co. of Virginia
on destrably located business or residence property. Fer terms and conditions, call on or address

Mr. J. T. Lawrence,
HOME OFFICE, RICHMOND, VIRGINIA

Description of the property of the property of the property of the property of the property. Fer terms and conditions, call on A. M.—Week Days—Elba Ashland Accommodation.

10:35 A. M.—Week Days—Blba Washington Accommodation.

10:35 A. M.—Week Days—Blba Ashland Accommodation.

10:35 A. M.—Blby—Blba Washington Expected to the property of the property o

cal stops.

9:15 P. M.—Dally—Main St. Through.

NOTE.—Pullman Siceping or Parlor

on all above trains, except local accommo-dations. trains to and from Byrd Street Station Time of arrival and departures and con-

Gen'l Supt. Chesapeake & Ohio Railway.

TRAINS LEAVE RICHMOND, MAIN
STREET STATION, EASTBOUND.
5:00 A. M. (Fast daily trains to New, ort
9:00 P. M. (Swew, Old Point, Norfolk and
4:05 P. M. (Pullmans or Parlor cars,
Pullmans or Parlor cars,
Debts.) 100 A. M. | Dally. Locals to Newport 100 F. M. | Jews. WESTBOUND-MAIN LINE.

WESTBOUND—MAIN LINE.

Daily, Louisville, Cincinnati,
Chicago and St. Louis, Through
Pullman sleepers. Sleeper to
Toledo, O., vi. Gauley also on
11:00 P. M. train.

1:00 P. M.—Week Days—Hinton. Daily—
Charlottesville.

1:00 P. M.—Daily—Local to Gordonsville.

5:15 P. M.—Week Days—Local to Trange.
JAMES RIVER LINE.

10:20 A. M.—Daily—Lynchburg, Leeington.
Va., and Clifton Forge.

JAMES RIVER LINE.

O.A. M.—Dally — Lynchburg, Lexington,
Va., and Clifton Forge.

5 P. M.—Week Days — To Lynchburg,
Slieper Natural Bridge and
Clifton Forge.

TRAINS ARRIVE RICHMOND,
rom the East—9:40 A. M., 11:46 A. M.,
O.P. M., 7:00 P. M., 8:00 P. M., 10:20
M. 1130 P. M., Main Line West—5:30 A. M., 8:30 A. M., Main Line West—5:30 A. M., 8:30 A. M., 3:30 P. M., 4:15 P. M., 7:45 P. M., 7:05 P. M., *Daily except Sunday.

Atlantic Coast Line

EFFECTIVE AUGUST 1, 1907. EFFECTIVE AUGUST 1, 1907,
TRAINS LEAVE RICHMOND DALLY,
For Florida and South: 8:15 A. M., 2:25
P. M.
For Norfolk: *6:00 A. M., *9:00 A. M.,
*2:00 P. M. and 7:25 P. M.
For N. W. Ry, West: **8:10 and *9:06
A. M., 12:10 and 0:00 P. M.
For Peterburg: 6:30 and *9:00 /. ...
12:10, *3:00, *3:28 P. M., 8:00, 9:00 P. M.,
*7:25 and 11:30 P. M.
For Goldsbory and Fayetteville: *2:24
P. M. M. Trains arrive Richmond daily: 6:25, 7:46 M., *8:25, **10:45 and **11:30 A. M., 127, 2:05, *6:50, 5:00, 8:55 and *10:46 P. M. *Except Bunday. **Sunday only. Time of arrival: and departures and con-

To Jamestown Exposition. ONLY ALL RAIL LINE TO NORFOLE.

SCUTHBOUND TRAINS SCHEDULED TO
LEAVE RICHMOND DAILY,
9:35 A. M.—Local to Norlina, Raleigh,
Charlotte, Wilmington. 12:30 P. M.—Sleepors and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Fiorida points,
9:25 P. M.—Sleepers and coaches, Atlanta,
Birmingham, Memphis, Savannah, Jacksonville and Southwest,
NORTHBOUND TRAINS SCHEDULED TO
ARRIVE RICHMOND DAILY,
6:50 A. M., 6:35 P. M., 7:05 P. M.

Richmond and Petersburg Electric Railway Care leave corner of Seventh and Perry Streets, Manchester, every hour (on the hour) from 8 A. M. to 10 P. M., 11 P. M. car to Chester. Last car 12 midnight through to Petersburg. Limited car, 5:45 P. M. dally, except Sunday.
Care leave Petersburg, foot of Sycamore Street, every hour from 6:15 A. M. to 10:35 P. M. Last car, 11:46 P. M.; Limited car, 7:15 A. M. delly, except Sunday.
All care from Pitersburg connecting Richmond care.

steamvoats.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk.

Clyde Steamship Company.

RICHMOND AND NORFOLK LINE.
Freight received and delivered daily at 0. % O. Ry. Co.'s Depot, Seventeenth and Broad Streets. H. K. WOODSIN, Solicities Brank St. Richmond Transfer Co. % E. M. Line Ship salling T. P. M. Toketa sog and the control of the